

FACTORS SHIPMENTS HAVE BEEN HEAVY

**In Spite of Delays At Panama
Over Third of Crop
Marketed**

Shipments handled by the Sugar Factors Company to March 31 totaled 197,500 tons. Of this amount 108,000 tons went to the east coast via Panama and 87,000 tons to San Francisco. Arrivals at same date were 157,500 tons and about were 24,000 tons. Seven thousand tons almost were billed to the Pacific Coast and 21,000 tons East.

A. M. Novell stated yesterday that of the thirty-three cargoes which had arrived twenty-three realized as near different price basis. Six cargoes realized the 4.77 basis price. Eighteen of the cargoes were reported to have one cargo each. This rapid variation in value has been a very unusual feature of the market, he said.

Time Lost At Panama

The average time of cargoes in transit is five days, he said.

The delays have effected west-bound as well as east-bound traffic as indicated by the Arizonan. This vessel should have arrived at Honolulu today but will not now reach this port before the fourteenth.

BROKERS ESTIMATE DOMESTIC SHORTAGE

Not Enough Sugar In Sight To
Satisfy Home Requirements

Czarnikow-Rionda company of New York, in their market letter of March 19, review the Cuban situation as follows:

"As at this advanced stage of the campaign, the production of Cuba still continues over 200,000 tons behind the 1932 figures, the opinion of most conservative authorities in the island seems to be gaining ground that a maximum of 2,400,000 tons is a fair estimate of the final output for the current campaign."

"As a basis for calculation this would mean a falling off from last year of 1,200,000 tons, and if to this is added the shortage of 111,000 tons in the combined domestic production of the United States (88,000 in Louisiana and 23,000 is best), there is found a total deficiency in available supplies from these sources of shipments, the season anticipated from the Philippine Islands to the United States.

No Overcapacity

"In these circumstances it seems quite clear that if last year's campaign against hostilities production did not reduce supplies at its end, and with the prospect that shipments from Cuba to foreign countries will this season at least equal the 300,000 tons exported abroad a year ago, from a broad view of the situation there appears no likelihood of a great increase in Cuban requirements for the coming year. The United States Atlantic ports and New Orleans during the remainder of this campaign."

"On the other hand, should the European demand for Cuban raws and American refined exceed that of last year, the country's supply will also range in possibilities, supplies available. The United States requirements might become so limited as to create a much higher level of prices than that ruling at present."

BRITISHERS OF HAWAII
WITH ARMY IN FRANCE

Robert "Bob" Sharp, formerly an engineer on the S. S. Kestrel, which trades between Honolulu and Fanning Island, and Robert Kay, who was assistant engineer at the Hawaiian Agricultural Company's mill at Pāhala, now privates in the 32d Company, the M. T. A. S. C. (Mechanical Transport, British Army Service Corps). When last heard from they were stationed at Grove Park, Lee, S. E. I. they are both over in France by ship.

William Pollock, who used to work as a carpenter in Honolulu is now Sr. W. Pollock, No. 69,430, Fourth Divisional Company, Royal Engineers, Mary's Barracks, Chatham. He will have left for the front, but letters addressed as above will be forwarded to present address.